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BRAZILIAN RAILWAYS.

IV.
Political considerations, as has been re-
marked, have always been paramount in con-
ceding railway privileges and guarantees of
interest on capital invested in them, and it
was but natural that the provinces of the
southern part of the empire should put in a
claim for national favor. After a protracted
debate, the General Assembly passed the law
of September 10th, 1873, No. 2,379, author-
izing the government to invest the sum of
40,000,000\$ in the province of Rio Grande
do Sul, and a loan of £ 5,000,000 sterling
ostensibly for this purpose was raised in
London. How the proceeds of this loan
was directed to the purchase of iron-clads,
the payment of the regular annual deficit
and to war preparations for the purpose of
intimidating our Platine neighbors during
the settlement of questions growing out of
the Paraguayan war, is only too well
known.

To facilitate the raising of the above loan,
a contract was made with Counselor C. B.
Otkini, Dr. C. F. de Almeida and H. V. F.
Penna for the preliminary surveys, which
was approved by decree dated December
10th, 1873. It was stipulated that the road
should start from Porto Alegre, on the sea-
coast of Rio Grande do Sul, and go across
the northern part of the province to Urugua-
yana on the frontier of the Argentine Repub-
lic—a distance of about four hundred and
fifty miles. The contract price for the com-
plete surveys, including astronomical obser-
vations determining the latitude and longi-
tude of specified points, cross-sections 520
feet broad, a geological report, with plans
and estimates of cost, were £ 67 per kilo-
metre for a broad gauge and £ 29 for a nar-
row gauge road, or at the rate of £ 156 per
mile for both gauges. There was no special
line run for the narrow gauge line, its loca-
tion being determined on the plans for the
broad gauge. The contract for the broad
gauge line specified 600 feet radius for the
sharpest curve, and two per centum on 105
feet for the heaviest grade, and for the narrow
gauge line 300 feet radius for
the sharpest curve, and three per centum on

The report, based upon these surveys,
estimated the total cost of construction for a
broad-gauge road (4 ft. 8 1/2 in.), includ-
ing rolling-stock, stations, etc., at the rate
of £ 13,400 per mile; and for a narrow
gauge road of one metre at £ 10,300 per
mile. This estimate excluded about forty-
eight miles of the first section which was
comprised between Porto Alegre on the
Lagoa dos Patos and the head of navigation
in the Jacuhy river, along which the line was
projected. The river being navigable for
this distance for vessels of four feet draught,
it was proposed by the contractors of the
survey that the starting point of the road
should be at the head of navigation, thus
reducing the total length of the projected
line to about four hundred miles.

The government then advertised to receive
bids for the construction and equipment of
this line for the specified distance of four
hundred miles, up to the 15th of April,
1876. Five bids only were received accord-
ing to the conditions of the advertisement,
which ranged between £ 7,300 and £ 8,000
per mile for the broad gauge, and £ 5,650
and £ 6,350 for the narrow gauge line.
The government was not able, however, to
make a suitable contract with any of these
bidders, although the conditions had been
previously specified, and it finally resolved
to build one hundred and fifty-five miles of
the road itself, letting the earthworks to sec-
tion contractors and importing the rails and
rolling-stock on its own account. This
extent is now under construction, of which
thirty miles are now ready for the rails. The
gauge adopted is one metre.

At the same time, a second line was pro-
jected in the southern part of the province.
It started from the city of Rio Grande, and
ran almost parallel with the frontier of the
republic of Uruguay, and united with the
northern line near Uruguaiana. It was
designed that these roads should form a
military and strategical line of communica-
tion against any hostile invasions into Braz-

ilian territory from the neighboring republics
of the River Plate. The southern line,
known as the "Rio Grande & Cacequy"
railway, has a total length from Rio Grande
to its junction with the northern road, ac-
cording to its surveys, of about three hundred
miles.

The contract for the surveys and estimates
of this line was made on the 14th of March,
1874, with Hygino Corrêa Durão (late
deceased) who had previously contracted
with the provincial government for two
lines of railway, now merged in the one
projected by the general government. The
provincial grant was dated on the 11th of
August, 1871. The first section of this line,
about one hundred and seventy-five miles
in length, was designed to pass through the
coal fields of Candiota, near its terminus,
Bagé; the second section, about one hun-
dred and eighty miles in length, was to
terminate at Alegrete, where it would form a
junction with the northern road. Afterwards
this point of junction was changed from
Alegrete to Cacequy, seventy miles below,
which shortened the line about fifty miles.
This point of junction, however, has not yet
been definitely settled, nor can it be until
the further extension of the northern line
has been arranged by the government, a
contingency which the present financial state
of the country will not admit of an early
settlement. The contract price for the sur-
veys, plans and estimates for the southern
line, was made on the same terms and con-
ditions as for the northern road. The cost
of construction and equipment was esti-
mated at £ 12,080 per mile for a broad gauge,
and £ 8,950 per mile for a metre gauge
road.

Although the government was authorized
by legislative enactment, dated September
10th, 1873, to guarantee interest on the
capital invested in the railways of Rio Grande
do Sul, except the loan of £ 5,000,000
raised ostensibly for these roads in 1875
nothing has been done by it, up to this
time, toward the construction of the southern
line. The great outcry made at the time
the loan of five millions sterling was raised,
in London, in behalf of this line as a de-
velopment of the province, and the Uruguayan
able that nothing more will be done about
it until some popular movement arises to
compel the government to fulfill its prom-
ises.

Some years ago a railway line was surveyed
from the city of Rio Grande to the coal re-
gions of Candiota by parties who were in-
terested in the mines and who desired greater
facilities for transporting the coal to some
port on the sea-board. Their line was
located further north and on a different route
than the projected government line, but as
the latter passed within four or five miles of
the Candiota coal fields, for the working of
which those parties held a privileged grant,
it was evident that its construction would
destroy the efficiency of the former which
depended wholly on private enterprise and
capital.

These parties then solicited a government
interest guarantee on the capital necessary
to build their line to the mines, which the
general government conceded by decree
No. 7,056 of the 26th of October, 1878.
The capital was fixed at the estimate given
for the first section of the southern line,
from Rio Grande to Bagé, five miles from
the projected mines, and the company was
required to pay the expenses which the gov-
ernment had incurred in the surveys of
this section. The interest of seven per cent.
per annum is guaranteed on a fixed capital
of £ 1,400,000, or at the rate of £ 8,000
per mile of metre gauge, in accordance with
the conditions finally established by the
decree of August 10th, 1878, which defines
the regulations governing the guarantee of
interest on railway capital under the law of
September 24th, 1873.

This line starts from the city of Rio
Grande, passes through Pelotas, thirty miles
distant, follows the valley of the Piraty river
for a distance of about fifty miles, and,
crossing near the coal regions of Candiota,
ends at Bagé, one hundred and seventy-five
miles from its starting point. At its ter-

minus it has an elevation of nine hundred
and fifty feet above the sea, which gives a
total ascent of eight hundred and forty feet
above the city of Rio Grande.

ELECTORAL REFORM.

In the discussion of the electoral reform
bill in the Chamber of Deputies, on the
28th inst., Counselor Sinimbu made an able
defense of the measure to which the present
cabinet stands committed. The following
is an abstract of his address:

The project under discussion is the most
important one of the present session because
in it is contained the programme of the
ministry, it may almost be said the cause
of the present political situation. How-
ever ardent my love of country and my
desire to serve it may be, however profound
my respect and gratitude for the chief of
state, I should certainly have resigned the
honor with which he distinguished me if I
had not had the hope of realizing what for
nine years had been the constant object of
my political thought. For many years my
reason has told me that the falsification of
our representative system is principally due
to the defects of our elections.

I am censured for not having entered
this house with the banner full of inscrip-
tions containing the ideal of our party, for
having from among them given preference
to the electoral reform. I think that the
representative system is based on the dele-
gation of powers which in turn depends on
the purity of elections. If, then, as we all
recognize, there is not a sincere manifesta-
tion of the national vote, we cannot help
wishing to place the representative system on
a solid foundation.

What does the electoral reform signify? It
signifies sincerity in the expression of the
popular vote, legitimacy of the national
representatives, and finally solidity of the
base on which ministries may rest, who,
before the crown and the nation, can only
judge themselves strong when they are con-
vinced that they have the support of the
nation.

It has been said that the liberal party is
unfaithful to its mission; because I have
omitted to present in the programme the
electoral reform, which it has so long de-
manded. I have not done so, because I have
love of power but to serve the cause of my
party. This being my aim, the objective
point of my endeavors, how could I attain it
by raising the banner of all our long polit-
ical programme? Consulting history we see
that a serious and circumspect people, who
to-day represent a predominant part in the
world, the English, have always proceeded
in this manner. When in that country were
agitated the various measures of free trade,
the corn laws, the catholic emancipation
and the reform of 1832, these ideas existed
simultaneously. The English statesmen,
however, instead of amalgamating all these
reforms, offending many interests at the
same time, divided them so that they suc-
ceeded one by one in realizing them all.
For this reason I selected from the many
bills of our party that which appeared to
me to be most opportune and which besides
should be considered as the basis of all
other reforms.

I do not speak of our financial condition
because that is not a political idea. Any
government, liberal or conservative, that
comprehends its mission must seek to
equalize receipts and expenditures, dimin-
ish needless expenses and promote the de-
velopment of the sources of revenue.

It is said that the reform has no impor-
tance. Does not then the electoral reform
mean the truth of the representative system,
and can we who desire it in all its purity
deny that the principal condition is to secure
the free manifestation of the popular thought?
Some think that the reform could be
made more quickly and better without the
formality of a constitutional reform. In a
country constituted as ours is, where the
legislative power is divided between two
chambers, we cannot overlook the Senate.
I could not omit attending to its opinions
and consulting its views in reference to the
subject. I have often heard it said in that
chamber that if the realization of the reform

desired by the liberal party was preceded by
a reform of the constitution, many of its
members, although adverse to the reform,
would vote for it. Realizing the reform in
this manner we have the certainty that it will
be more lasting as it will not be subject to
the fortunes of political parties.

It is said that ministers in this country
are only instruments of the crown. In the
name of all the distinguished men who have
served the crown I protest against this
statement. I do not believe that any of
them could have remained a single day in
power except by the power of their own
ideas. Twice before that I have been
minister I have had occasion to notice that
there was no intervention of the crown in
the acts of its ministers. In the present
situation I assure the chamber that it would
be impossible to have a better model of a
constitutional monarch than the present
Emperor. The crown desires never to be
obliged to interfere in public affairs when
the nation manifesting itself freely indicates
by means of its representatives the ministers
that truly merit its confidence.

It is said that the projected reform is petty
because it will abridge the rights of some
thousands of Brazilian citizens. It should
be remembered that if, on one hand it re-
duces the number of voters, it increases ex-
traordinarily the number of electors. The con-
ditions of a good electoral body are num-
erous, and it should not be subject to the
influence of ministers nor of authorities; it
should be able to select with judgment its
representatives; it should not be composed of
men dependent on the caprices of others
but of those who by their position can offer
certain guarantees of independence. These
conditions should be fulfilled by the elec-
toral body which the project creates. The
secondary election is only a fiction, an illu-
sion. With this project this inconvenience
disappears. The projected electoral body
is numerous and intelligent, and offers much
greater guarantees of a free election. The
reform is not therefore petty. In framing
the project we had in view the exclusion of
those on whom the evil action of power or
of intrigues is most easily exercised.

Much has been said against the omis-
sion of the electoral reform in the programme
and it has been proposed to amend the pro-
gramme. This pre-eminence does not come
from the moderate power having assumed
to itself attributes that do not belong to it,
but from the weakening of the powers that
oppose it. Instead of curtailing the moder-
ate power, I think that is action should be
opposed by means of free and independent
chambers, which can present themselves
before it as a power equally respectable.
This can only be secured by means of a
good electoral system.

The project has been opposed because it
limits the suffrage excluding a part of the
present voters, and because it limits the
attributes of the chamber to which the name
of Constituent Assembly has been inappropri-
ately applied. Our constitution recognizes
two legislatures, the ordinary and the ex-
traordinary; the first for the enactment of
the ordinary laws, the second for the forma-
tion or alteration of constitutional laws.
The ordinary are composed of the Senate
and the Chamber of Deputies with the sanc-
tion of the Emperor. The extraordinary
are those in which the constitution orders
that special powers shall be given to realize
the reforms voted in the ordinary legislature,
and consist of the Chamber of Deputies
alone. It follows that the law which comes
from the Chamber and in which the Senate
and Crown have intervened should be so
framed that the extraordinary legislature
has only to approve or reject, but not alter
it, because if it could alter the law we should
have the absurdity of a single one of the
powers that constituted for the reform of
the constitution having more power than the
three that decreed the reform. For this
reason the third chamber which I call one
of reason has only to concede or refuse its
approbation of the law that may be voted by
this one.

The minimum of qualification is fixed at
400\$, which is the minimum of the con-
(Concluded on fourth page)

THE RIO NEWS,

PUBLISHED TRIMONTHLY

on the eve of departure of the American packet, the French packet of the 15th, and the Royal Mail packet of the 24th, of the month.

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Subscriptions now received to the 1st of January, 1880.
All subscriptions must run with the calendar year.
Back numbers supplied at this office from April 1st, 1879.

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RIO DE JANEIRO, June 5th, 1879.

"IMMIGRATION may be considered from two points of view: as the substitution of the existing labor, or as the introduction of a more advanced, instructed and industrious race that comes to people our campos and by contact to improve the conditions of our people." In these terms Counselor Sinimbu succinctly stated the question which is now awaiting some sort of a decision by the legislative powers of Brazil. The honored President of the Council recognizes fully the urgency and gravity of the situation, as also do many others of the prominent statesmen of the empire. The law of September, 1873, is gradually accomplishing the work of emancipation, and the laws of human instinct and action are as gradually and surely leading the freed blacks away from the agricultural districts into the towns. By this process the labor element upon which so much of the prosperity of Brazil depends, is slowly disappearing, and nothing thus far has been found to take its place. At present the change is but slightly felt; by and-by, when time and the operations of the emancipation fund shall have become more potent factors in the work of emancipation, the rapidity of the change will become so great as to completely paralyze the agricultural industries of the country unless something is speedily done to meet the emergency. This result is inevitable. It is idle therefore to waste time in the discussion of the probable benefits or evils of Chinese labor, or of the probability of securing a substitute for slave labor through the

our opinion, such discussions are worse than useless; they will tend merely to displace one evil with another. What Brazil needs most is free, intelligent labor; not a class which are free in name while as helpless and degraded as the slave, but a class of laborers which will be small property owners like those which have contributed so largely to the prosperity of the northern and western sections of the United States. To attain this result there must be a radical change in the colonization laws which will permit the immigrant to settle where he pleases, acquire property, and enjoy every privilege of Brazilian citizenship; and there must also be such a revision of the land and taxation laws as will enable him to easily acquire property and to claim full protection from the government in all the privileges growing out of such ownership. When this is done, it will then be found that Brazil has already a sufficient number of laborers to supply all present demands. Something must be done with the *ingenue*, and with the freedmen; something should also be done with that already too large a class whom Dr. Joaquim Macedo describes as "perfect and complete idlers." There are able-bodied men enough in Brazil to perform all the work which its trade requires, and no effort can be well-directed and statesmanlike which leaves their employment and betterment out of consideration. To neglect them, is simply increasing the number of idlers, paupers, and criminals, which is already too large for the security of life and property.

"THE AMERICAN EXPORTER" for the month of April is at hand, and exhibits in a marked manner the earnestness of the effort our fellow-countrymen are making to reach the foreign markets of the world, and at the same time the absence of intelligent direction. That success will follow is just as

antique battering ram will make a breach in a wall, but sensible business-like effort would do it much more satisfactorily, just as the well-directed aim of a siege gun is relatively more productive of results than the ram. Take for example, American hams and bacon. All the advertising in all the journals of the world will not make a market for an indifferently smoked and cured piece of pork. Smoke and cure a piece of pork in such a manner that it will keep through ten such months as August in the Middle States, and be perfectly edible at the end of a year, and a very little discreet advertising will create a constant market for it this side of the Equator. England buys an ordinary American ham and by re-curing, re-smoking, and especially re-canning and careful packing, exports it to India and South America where it brings 40 per cent. more than its congenor direct from the markets of Baltimore and New York. If the *Exportier* will continue to remind American manufacturers of these facts, as it somewhat timidly does in the number before us, it will do a good work. Its usefulness to the initiated is somewhat impaired by its careless editing of consular and other reports from abroad, and its general inclination to carry by storm, rather than by more patient and effective siege. Our Brazilian readers will be surprised to learn that this journal has resident agents in the following towns—simply designated as being in Brazil: Soledade, S. Gabriel, Itaquil, Passo Fundo, Santo Antonio de Patrulho, S. Jeronymo, S. Pele, Lago Vermelho, Vaccaria, Cachoeira, Jaguary and Triunfo. Only four other places are included in the list of agencies given. This is equivalent to our advertising agencies to receive subscriptions and advertisements in Smithville, Jackson, Madisonville, the Falls, the Cross-roads, and Sleepy Hollow—all in the United States of America.

IT IS REPORTED that the Canadian government has agreed to subsidize a line of steamers to ply between Halifax and Brazil, by which it is hoped to develop direct trade in sugar, tea and coffee, with that country. It is understood that the Brazilian government has signified its intention of granting a subsidy to the line similar to that given by the Canadian government. The first steamer will sail in September next.—*The American Exporter*.

There is little doubt but what the Canadian government will undertake some such enterprise as this under its present administration. With a ministry thoroughly committed to the policy of protection, and with a growing sentiment among the Canadian people that government restrictions upon all competition and government patronage, is an easy matter to procure subsidies for railroad and steamship lines, even where a little reflection would demonstrate their inability to pay running expenses—leaving interest on invested capital out of the question. Canada has already its great Pacific railroad scheme, and now comes its Brazilian steamship scheme. It is very doubtful whether her widely-scattered population of four millions can consume enough of Brazil's productions to support the homeward trips even of small-sized steamers; and it is even more doubtful whether there is demand enough in Brazil for Canada's codfish and lumber to give sufficient freight for the outward voyage. The enterprise, if the report be true, is simply another one of the manifestations of the export trade craze which is now raging in the United States. It is felt, and justly so, that the object—a profitable trade with foreign countries—is desirable and essential; but in regard to the ways and means of attaining this end everything is vague and undefined. Under such circumstances, it will be very easy for the Canadian people to make mistakes, and this Brazilian steamship scheme will not be the least among them. We would like to see the great scheme of an inter-occidental commerce fostered and encouraged, but we can not sympathize with any false steps in its accomplishment.

WE GIVE on another page an abstract of the address of Counselor Sinimbu before the Chamber of Deputies, on the 28th inst., in defense of the ministerial project of electoral reform. The defense is unquestionably an able one, and clearly demonstrates the constitutionality of the measure and the policy of the cabinet in urging it at this time. The position of the cabinet in denying revisionary powers to the second Chamber before which the measure is finally brought, is certainly a sound one, and is amply justified by precedents in other

constitutional governments. We are glad to learn that the present administration has not given up the many important liberal reforms which it advocated before assuming the reins of government, though we can hardly agree with it in the precedence and importance which it attaches to the present measure. A revision and simplification of the present election laws are certainly needed, but there are other reforms which are far more urgent and a much greater obligation upon the legislators of Brazil. The creation of an approximately perfect electoral system is a tempting enterprise to any statesman, and is certainly worthy of his most earnest thought and work; but the performance of a simple act of justice for which no laurel wreath is waiting, must ever be far more urgent though less attractive. The measures of granting full civil rights to the non-catholics, open colonization, civil marriage, taxation, tariff reform, and a score of others scarcely less prominent, have immeasurably greater demands upon the ministry than any electoral reform, because justice and national prosperity as well as policy demand them. It is very likely that Counselor Sinimbu is right when he says these reforms can be secured only one by one; we believe him to be wrong simply in the selection of the present measure first.

AN APPLICATION was recently made to the Brazilian government by some American commercial men, through a Mr. Clark, for space in some public building in which to exhibit a representative line of American products and manufactures. The exhibitors who propose to take part in this exposition number some sixty or more, and they are intending to come here with their exhibits in the steamer leaving New York July 5th, providing their application is favorably received. We are glad to learn that the government warmly approves the project and has assigned space for the exposition in the Typographia Nacional for the months of August and September. Both the building and the location are everything that can be desired, and we sincerely trust that the exhibitors will respond to this generous concession of the Brazilian ministry by making a display which will be a credit to both parties. Through a special concession the exhibits will be admitted free of duty, with the understanding, however, that in case any of them should be sold, they shall pay the regular duties levied upon all imports. The promptness and cordiality with which the prime minister, Counselor Sinimbu, has responded to the proposition, merits the warmest praise and affords conclusive proof of his hearty sympathy in every movement for the enlargement of commercial relations between the two countries. This friendly interest has been shown upon other occasions, particularly in his generous treatment of the unfortunate American workmen thrown out of employment by the suspension of work on the Madeira and Mamoré railroad, whom he sent home on one of the American steamers. These evidences of his good will and interest, of his readiness to assist every legitimate enterprise, can not be praised too highly, and we are doubly gratified that we can call attention to them at this time and recommend such a response on the part of American business men that will render the interchange one of mutual benefit and satisfaction.

IMPROVEMENT OF THE PORT OF SANTOS.

At a meeting of the Commercial Association of Santos, Col. W. Milnor Roberts, chief of the hydrographic commission, presented the results of the studies on the improvement of the port and an outline of the works proposed.

Mr. Roberts stated that the soundings made by the commission had demonstrated a much thicker deposit of mud in the bottom of the bay than had been supposed, and the plan proposed has been formed in accordance with this fact and is as economical as the special conditions of the bay will permit.

The works proposed consist of a sea-wall of masonry built at high tide mark and faced with a rip-rap which is to be sustained by a line of wooden piles driven to a depth of at least ten metres and cut off at the surface of the sand so as not to be subject to the ravages of the *teredo*. This sea-wall will constitute the interior wharf at which ships of ordinary draught can load or unload at any time by means of plank. In front of the sea-wall and connected with it by bridges will be built from pier-heads sup-

ported on screw piles. Each pier will be twenty-five metres long by twelve and one-half metres broad and will have a space between each two of seventy-five metres with a depth of five metres at low water. The plans presented show seven of these pier-heads with space for another if it be required. One advantage of this plan is that the pier-heads can be constructed as they are required independent of the construction of the sea-wall. A considerable space is obtained by filling behind the sea-wall which can be utilized for warehouses, the value of which will probably recompense in great part the expense incurred.

The cost of the works projected, 'not including disappropriations, acquisition of property and construction of warehouses, is estimated at 2,000,000\$ and will require two years for construction.

BRAZIL AND THE WEST COAST WAR.

The Minister of Foreign Affairs directed to the presidents of the maritime provinces, on the 27th ult., the following circular, which defines the attitude of Brazil toward the republics of the Pacific coast, now at war with each other.

Sir:—The government of Chili has declared war against Peru, as is stated in a communication directed by the former to the government of Brazil upon the 12th of April last, and in fact is already at war with Bolivia.

The imperial government sincerely laments that the question which has given rise to this conflict, could not be settled by peaceful means, and hopes that the friendly relations which are so much to the interest of the states of this continent, may be shortly reestablished.

As, however, this unfortunate state of affairs may be prolonged, and bring us questions, for the solution of which it is well that your excellency should be properly empowered, I have been directed by His Majesty the Emperor to declare to you that the imperial government has resolved to maintain the strictest neutrality.

Your excellency is acquainted with the circulars which this ministry has dispatched upon similar occasions. I call your attention to them, especially those of 27th of August and the 29th of October, 1870, and recommend to you their faithful and exact fulfillment during the present war.

I take occasion to assure your excellency of my perfect esteem and distinct consideration.

THE SCRIBNER SKETCHES OF BRAZIL.

The illustrations in the first number of *Scriner's Monthly* with the first of the promised series of articles on Brazil by Mr. H. H. Smith. This first article is occupied with the city of Paris, and is written in a lively, agreeable style which will render the series very acceptable to the readers of *Scriner's*. The illustrations are far ahead of anything we have seen in works on Brazil, being quite artistic and well executed as any that have appeared, while they bear internal evidence of having been drawn on the spot and not "cooked up" at home like some of those of the magnificent, but unworthy volumes of Marcey and others that have recently appeared.

Doubtless to the general reader outside of Brazil, the first impressions of a rather uninteresting tropical town will appear less hackneyed than to us who have not only experienced these impressions, but have become somewhat surfeited with the reading of them in the writings of every author who treats of the topics; and such readers will not sympathize with our slight feeling of regret that Mr. Smith did not select some topic in which his long knowledge of the country and keen powers of observation would have placed him farther above the ordinary writer of sketches of travel in newspapers and magazines.

LEGISLATIVE NOTES.

After a long discussion on the bill of the Chamber of Deputies fixing the manner in which the budget shall be presented, the Senate passed a substitute offered by the Minister of Finance, Afonso Celso. The bill provides that the estimates for the several ministries shall be presented in separate bills by the Minister of Finance instead of all together as at present, and shall include the expenses to be made by special credits; the parts relating to revenue and general dispositions shall also be presented in separate bills.

An animated discussion, or rather wrangle, took place on Friday in the Senate between Senator Leitão da Cunha and the

senators from Maranhão in regard to the American steamers stopping at the port of Maranhão. The senator from Pará, who had opposed the amendment of the contract on the ground that it was illegal for the Chamber to alter the contract and impossible for the steamers to enter the port, called for copies of the correspondence between the government and the company on the subject.

The discussion during the past week on the second reading of the electoral reform bill was of more than ordinary interest on account of the participation of the Ministers of Agriculture and of Justice. We print elsewhere an abstract of the speech of Counselor Sinimbu. It is to be regretted that space will not permit an extended notice of that of the Minister of Justice. By extended citations from the constitution of the United States and of various states of the American Union, he showed that the mode proposed by the government for effecting the reform was in accordance with constitutional usages. In regard to the limitation of the suffrage, he argued that the franchise was a public function and not a natural right, and consequently could be restricted; that a man who earned less than 400\$ per annum could not subsist except by alms and is not therefore in conditions to vote independently; that the number of those who will be disfranchised by the condition of being able to read and write has been much exaggerated; and that the project, instead of being an aristocratic one, was democratic since it established conditions that made the franchise accessible to persons of ordinary intelligence. An amendment to the bill was offered by Dr. Buarque de Macedo fixing the limits of the property qualification between the maximum of 600\$ and the minimum of 400\$. The bill passed the second reading May 31st by a vote of 71 to 13 all the amendments that had been proposed being rejected. The amendment offered by Saldanha Marinho in favor of the non-catholics showed an unexpected strength in the party of religious liberty, being supported by more than a third of the Chamber. The following deputies supported the measure Saldanha Marinho, Costa Azevedo, Serra, Tavares Belort, Rodrigues Junior, Barro de Villa Bella, Soares Brandão, Joaquim Nabuco, Buarque de Macedo, Espindola, Horta de Araujo, Andrade Pinto, Baptista Pereira, Joaquim Breves, Macedo, Souza Lima, Corrêa Rabello, Galdino, Afonso Penna, Felício dos Santos, Candido de Oliveira, Lima Duarte, Martinho Campos, Gavião Peixoto, Alves de Araujo, Camargo, and Silveira Martins.

In view of the fact that only a month remains before the beginning of the next fiscal year for the discussion of the budget in the Senate, the Chamber voted, on motion of Dr. Buarque de Macedo, the prorogation of the present budget until such time as the new budget shall be ready to be put into execution.

The Chamber of Deputies passed on third reading the bill adopting the contract of the government with the Amazon Steam Navigation Company and the bill granting a credit of (as amended) 20,000,000\$ for the relief of the sufferers from the drouth in the northern provinces.

From the following letter of the Minister of Finance directed to the Minister of Empire on the 26th ult., it appears that the public funds so generously granted by the Imperial government to aid the suffering provinces of the north have not always been employed for the purposes for which they were intended:

Sir:—The circumstances of the treasury absolutely do not permit that expenses which were not calculated upon under the head of public aid, should any longer continue to be made in some of the northern provinces, inasmuch as it has been verified by information which I have just received from an employee of the treasury now on a commission in Ceará, that under pretext of such aid, provincial and municipal works are being built, which, even under conditions of financial prosperity should not be built at once. I therefore beg your excellency to give notice to the presidents of those provinces that after June, it will not be possible for the treasury to continue such supplies.

BOLIVIA has a seacoast only a few miles in extent and has no navy. The army consists of 1,100 officers and 3,000 privates. Peru has a seacoast of about 1,300 miles, with a well-equipped navy of 12 ships, several of them large iron-clads, carrying 43 guns. There is an army of 6,000 men and a gendarmerie of about 3,000. Chili's seacoast is some 2,200 miles in extent. She has a standing army of 3,000 men and a National Guard of 25,000. Her navy is composed of 10 steam vessels.

situation. If the Chamber thinks that a maximum should be fixed the government will not oppose the amendment.

This question of income is opposed by some because it is feared that abuses will be committed, that many voters will be excluded on the pretense that they do not earn 4000, but after the reform is passed there must be an electoral law in which this matter can be regulated.

It is frequently supposed that having obtained the electoral reform, the government will stand with folded arms awaiting the course of events. This is not so. We have much to do; and would you know what? Reorganize the provinces that have no proper life of their own, organize the municipalities, elevate the public spirit from the municipality to the national representation. The provincial assemblies are not what they formerly were when the most eminent men of the country took seats in them. Now the people do not exercise a free choice; the deputies are in general designated by the presidents and from this results the worst of political evils, that of indifference. The true representative system is that in which the Chamber shall be elected without the government knowing who shall be the representatives, in which the government may conjecture on whom the choice will fall in view of the good sense and merits of the candidates but cannot designate them.

PROVINCIAL NOTES.

—The receipts of the custom house of Maranhão for the month of April was 164,343\$156.

—Spiritualism seems to be gaining ground in the province of São Paulo—likewise lunacy.

—The president of the province of Pará has opened a credit of 60,000\$ to aid the Ceará refugees.

—In the city of Pombal, province of Paraíba, a woman confessed to having killed an eaten fourteen children since the beginning of the seca.

—The Austrian brig *Nile*, recently arrived at Fortaleza from Antwerp, brought 3,197 rails for the Baturité railroad, 149 boxes of spikes, 220 fish plates, and material for 33 bridges—weighing in all 664,702 kilograms.

—Late advices from Pará state that a reconciliation has been effected between the ecclesiastical and civil authorities on the so-called religious question, which has so long agitated that province. Mutual concessions seem to have been made, but what they are

—The *Jornal do Recife* publishes a letter in which it is stated that sand and sawdust are used for adulterating sugar in the market of Pernambuco. One lot is mentioned as containing five per cent. of sawdust, and another ten per cent. of sand.

—The estimated receipts of the province of Amazonas for the fiscal year 1878-9 are 864,291\$ and the expenses 593,506\$999. This shows a remarkable accuracy in dealing with large sums, as the addition of only one real more—the one-twentieth of a cent—would make it even milreis.

—An uprising having occurred among the prisoners in the Maranhão jail, the chief of police had them and their rooms searched and among other things were found the following: ninety-nine knives, four chisels, nine files, two awls, three saws and forty-five bars of iron.

—A project has been presented to the provincial assembly of Bahia authorizing the province to make loans to the central manufacturers of that province, to the amount of half the capital of those establishments. They are said to have a capital of 600,000\$ each.

—According to a letter from Pará to the *Jornal do Commercio*, there were exported from that province during the first quarter of 1879, 2,310,827 kilos of rubber; 109,003 kilos of cacao, and 612,059 kilos of castanhas. An increasing interest in the production of sugar is manifested in various parts of the province, and the establishment of central factories is urged as the best means of developing this industry.

—A letter from Ceará dated May 14, says that riots have fallen all over that province, and the sanitary conditions are very much improved in the capital and the cities and villages along the coast. The inhabitants are ill-affected when returning to the interior and remaining on the coast. It is reported that the laborers on the Baturité railway were to have been discharged about the last of May.

—The number of refugees from Ceará going to the province of the Amazonas has reached 1,600. Thus far that province has contributed 430,195\$160 to aid them.

—By decree 7291 the São João d'El-Rei Gold Mining Company, Limited, was authorized to explore for gold in the municipality of Caheté, province of Minas Gerais.

—The steamer *Manoas*, of the Amazon Steam Navigation Company, sprang a leak on a recent trip to the river Purus and was obliged to put back to Manaus. The cargo was damaged to the amount of 10,000\$.

—In the province of Amazonas a conflict recently arose between the president of the province and the directory of the liberal party. The difficulty has resulted in the suspension of four aldermen in Manaus.

—The Minister of Agriculture has authorized the president of the province of Santa Catharina to spend 3,500\$ per month of the appropriation for public lands and colonization in transferring and re-locating the colonists of Itajaí and Príncipe Dom Pedro, who are dissatisfied with the poor quality of their lands.

—Late reports from the North state that there have been copious rains recently in the interior of Piauí and Ceará. In Paraíba, however, there is a general complaint in regard to the drought, no rains of importance having fallen since February. Great suffering is reported from the *sertões* of that province.

—The provincial assembly of the province of Amazonas has taken a step in the right direction in proposing in the provincial budget for 1879-80 a reduction in the export duties on rubber to 10 per cent., and on other articles to 5 per cent. When shall we see these duties entirely eliminated from the Brazilian statute books, both provincial and general?

—The provincial government of Minas Gerais has granted a subsidy for a number of years to certain parties in Diamantina for running two steamers on the Rio São Francisco. During high water on the Rio das Velhas these steamers are able to come within fourteen leagues of Diamantina. It is expected that these steamers, in connection with the Paulo Afonso railway when completed, will give an impulse and new life to business along the valley of the São Francisco.

—The São Anna Gold Mining Company (Brazilian) of Ibadira in the province of Minas Gerais has employed Mr. P. N. Sykes as its agent and superintendent. The company has purchased the whole of the property of the *Cyria* country, a long strip of land formerly owned and worked by an English company.

THE EXTRADITION OF CONYNGHAM.

The following comment on the arrest of Thomas D. Conyngnam and his irregular extradition from this city in January last, which we translate from the *Correspondencia dos Estados Unidos*, is from the pen of a well-known Brazilian advocate, in whose impartiality and good judgment we have full confidence. "The whole transaction was so plainly irregular and indefensible, that it occasioned very general surprise at the time, not only because of the undignified haste and zeal into which the American representatives unguardedly fell, but because of the ill-considered decision of high Brazilian officials to deliver up the prisoner without recourse to the usual formalities of law. It is to be regretted that this course was pursued not only because of the just claims of the prisoner for a hearing before the courts, but also because of the dignity and judicial impartiality of the two nations in their treatment of such cases. We learn from private sources in the United States that the State Department has not sanctioned the irregularity of this extradition. At the hearing of his case in the courts of Pennsylvania on the 5th ult., Mr. Conyngnam was acquitted of the crime with which he was charged.—[Eds. News.]

With our present knowledge of the reasons that led Conyngnam to seek the protection of Dom Pedro II, and of the procedure of his government which, until then, was considered to be a respecter of the rights of asylum as between this country and that, we feel humiliated on hearing the comments in relation to the shameful fact. We who have been accustomed to receive congratulations from the majority of the people of the different states of the republic, in honor of our good monarch, what do we do to-day? A people justly indignant against a country that did not know how to sustain one of its most sacred rights in favor of a foreigner innocent in Brazil, although responsible in his own country for a crime.

Conyngnam, who was respected and well received in the small republics where he traveled, who while in them escaped, much to their honor, even the power of money with which the police spy was furnished; Conyngnam—this man who formed part of the people which so hospitably honored our nation on the occasion of the Exposition of Philadelphia in 1876, which the honor with hosannas our monarch—obtained in the name of his fellow-citizens this affable tribute of gratitude! An illegal and violent order of arrest was issued which was more than despotic, since he was not allowed to communicate with any one; and in this manner his right to wait the decision of the Brazilian parliament was trampled under foot.

Of what use, after Conyngnam has come here, is the approval or disapproval of the act of the ex-Minister of Foreign Affairs by the Chamber of Deputies? If, by chance, the act is not approved, as might reasonably be expected, if Conyngnam had remained there in detention with the right to present his defense, confiding his cause to one of the leading advocates of the capital and to wait the justice of the Chamber which with time for reflection might become convinced of the insufficiency of the steps that had been taken, he certainly would not have become the victim of a handful of German Jews who here in America are his rancorous enemies although he would have suffered detention there while the question of delivery was being discussed. Even if the procedure of the ex-Minister was approved, there still remained to him the right to appeal from the unjust resolution to the honor and dignity of His Majesty, the Emperor, who, we are certain, would not consent to such an inquiry. But such was the mysterious force that weighed on the spirit of the Baron de Villa Bella that he did not hesitate to commit the outrage, staining the honor of a new nation which is beginning to form a reputation that shall cause foreign nations to respect it.

Even in the countries in which there is a treaty of extradition, the accused has, according to universal law, the right to defend himself or to plead his personal rights. This Conyngnam would have done had he been permitted, for according to the laws of our country he could never have been extradited.

HOW TO CONDUCT A FOREIGN TRADE.

The *New York Tribune* offers the following well-considered suggestions as to the methods which Americans should and should not employ in conducting their foreign trade:

"Notwithstanding the fact that commissions in New York for buying and selling are twice as great as they are in European cities, that insurance from New York to South and Central America, for instance, is twice as heavy as from European ports, that freight is dearer and communication less regular and frequent, that our interest is higher and our expenses heavier, and that we are, therefore, as to overcome by extra pains and prudent these difficulties (if in the present condition of commerce it is impracticable to remove them), have constantly fallen behind their competitors in this respect. There is universal complaint, for example, that our goods are carelessly and expensively packed. But only do they take up needless bulk, and in this way augment the already oppressive freight charges, but they are liable to damage and waste to a degree unknown with goods packed in Europe. It appears, too, that our advertisements and price lists have none of the explicitness which is found in the circulars and illustrated catalogues of English, French and German houses, and besides this our replies to inquiries from would-be purchasers are incomplete and, perhaps impatient, and thus compare unfavorably with the full and polite responses received from European merchants. Another fault among our progress-makers is a tendency to push in and overstock a market so soon as it seems to be open to trade. A still more serious error is the occasional one of sending out wares inferior to samples exhibited, or of allowing the quality of an article to deteriorate after its sale has once been established. Ignorant foreigners utilize such business methods as swindling, and the reputation of the whole country suffers from the untamed enterprise of these fishy traders."

—The British minister resident in Lima, directed by Her Majesty's Secretary of State for Foreign Affairs offers the mediation of the English government for the settlement of the difficulties between Chili and Peru. In reply the Peruvian minister expressed regret that the offer of Her Majesty's government had come too late—at a time when patriotism was seriously and justly offended. He accuses the Chilians of warlike preparations in having bombarded and burned defenses, commercial towns, and given as the real cause of the war, an attempted usurpation by Chili of a part of the Bolivian territory, the integrity of which was guaranteed by Peru in a solemn compact imposing equal and common obligations on both nations, and from which Peru could not possibly deviate.

A SLAVE depot in the province of Kordofan was recently broken up by a force sent against it by Gordon Pasha, the commander-in-chief of Southern Egypt. The slave-dealers had a force of some eleven thousand and fought desperately. There is a large number of these depots in Kordofan, and it is reported that they are effectually broken up by this expedition.

RAILROAD NOTES.

—The receipts of the Santos and Jundiaí railway for February was 302,825\$220; the expenses 88,475\$660.

—The gross receipts of the Cantagalo railway for the fiscal year of 1879 was 102,613\$509; in 1878 it was 53,014\$829.

—The government has given the Paulista company permission to prolong their road from São João do Rio Claro to Araraquara, under condition that it be by the route laid out by the engineer Pimenta Bueno, and of the same gauge as the port already in traffic. Should the company see fit to change the route, it must be approved by the imperial government, in order that it may not interfere with the prolongation of the Itanema road.

—The Minister of Agriculture has commissioned an engineer to explore a line and collect statistics for a railroad which shall connect the capital of the province of Mato Grosso with the province of São Paulo, and which shall be an extension of the projected Sant'Anna de Parahyba road.

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